

## AMENDMENTS TO THE SPECIFICATION

Before page 1, line 1, insert: FIELD OF THE INVENTION

Please replace the paragraph on page 1, lines 6-12 with the following:

Exhaust gases of internal combustion engines can typical typically be cleaned catalytically. The exhaust gas hereby passes over at least one catalyst, which converts one or several pollutant components of the exhaust gas. Different types of catalysts are known. Oxidation catalysts promote the oxidation of un-combusted carbohydrates (HC) and carbon monoxide (CO), whereas reduction catalysts support reduction of nitrogen oxides (NO<sub>x</sub>) in the exhaust gas. The aforementioned components (HC, CO, NO<sub>x</sub>) can also be simultaneously converted catalytically by using 3-way catalysts.

Between lines 5 and 6 on page 1 insert: BACKGROUND OF THE INVENTION

Please replace the paragraph on page 1, lines 13-23 with the following:

In addition, storage catalysts catalyst, such as NO<sub>x</sub> storage catalysts, are also known. These are used to clean exhaust gases of internal combustion engines which are operated at least temporarily in lean operating mode, i.e., with an oxygen-rich exhaust gas with  $\lambda > 1$ , to optimize fuel consumption, producing large quantities of nitric oxides NO<sub>x</sub>. NO<sub>x</sub> cannot be entirely converted by an oxidizing catalytic conversion of unburnt hydrocarbons HC and carbon monoxide CO to environmentally neutral nitrogen. This situation can be remedied by locating the aforementioned NO<sub>x</sub> storage catalysts in the exhaust channels of internal combustion engines, which during the lean operating phases store NO<sub>x</sub> as nitrate. The NO<sub>x</sub> storage catalyst must be regenerated from time to time by switching the internal combustion engine into a rich or sub-stoichiometric operating mode ( $\lambda \leq 1$ ).

Please replace the paragraph on page 1, lines 24-28 with the following:

The aforementioned catalysts ~~catalyst~~ age when operating at high temperatures, which reduces the peak conversion rate compared to an undamaged catalyst. To reduce aging of the catalyst, the maximum allowable temperature in the exhaust gas system is monitored and is limited by adjusting operating parameters of the engine, preferably the lambda value of the combustion process.

Between lines 28 and 29 on page 2, insert: SUMMARY OF THE INVENTION

Delete the paragraph on page 4, lines 5-6.

Delete the paragraph on page 7, lines 9-10.

Between lines 10 and 11 on page 7, insert: BRIEF DESCRIPTION OF THE  
DRAWINGS

Between lines 15 and 16 on page 7, insert: DETAILED DESCRIPTION OF THE  
INVENTION